

SUGGESTION EVALUATION REPORT

TO: Executive Secretary
Suggestion Awards Committee

SUGGESTION NO.
76-16

SUSPENSE DATE

INSTRUCTIONS: Please complete this form in detail to guide the Suggestion Awards Committee in making a final determination of the merits of this suggestion. Retain third copy.

1. ACTION RECOMMENDED ☐ ADOPT ☒ DECLINE ☐ OTHER (Specify):

2. REASONS FOR RECOMMENDATION (If more space is needed, use plain paper)

Reference suggestion for vanpooling was referred to the representatives of EEA, who after due consideration have determined it is not a feasible project for that organization. Beyond the problems of funds and liabilities involved with the initiation and operation of vanpools, EEA would require additional personnel to handle the administration associated with such a venture. Further, it is questionable whether such an undertaking is within the purpose of EEA as stated in its Articles of Incorporation.

3. TANGIBLE FIRST-YEAR SAVINGS (Man-hours, material, equipment, etc.)

4. INTANGIBLE BENEFITS (See guide on reverse side of third copy)

5. WHAT OTHER OFFICES, DIVISIONS, ETC. MIGHT ALSO USE THIS IDEA?

DATE

SIGNATURE OF EVALUATOR (Type name and title)

STATINTL

19 August 1976 Approved

01/03/03 : CIA-RDP79-00498A000100140013-1

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VAN POOLING PROPOSAL--SUGGESTION

In an age when traffic congestion and inadequate, expensive parking facilities are a fact, energy conservation and pollution control a must, and public transportation unavailable to many employees, it is obvious that creative solutions must be applied to transportation problems.

Van pooling is a relatively new and experimental para-transit system which can be used effectively to transport workers to and from work. It is ideally suited for employer sites with more than 1,000 employees.

In the typical commuter van program, the vans are purchased or leased by the employer and operated on a non-profit basis. The vans transport between 8 and 12 employees each, on trips between their homes and place of work. The employees who commute in the vans cover the depreciation and operating costs by paying monthly fares. The initial van purchase costs are assumed by the employer and are recovered from passenger fares. Administrative, supervisory, and capital costs are usually considered the responsibility of the employer. The employer's costs are then compensated for by the reduction in parking facilities required, and by more intangible items.

Since it is presently illegal to use federal vehicles on home-to-work trips, the vans could be leased or bought by the agency's credit union. The TVA in Knoxville began a vanpool program as a joint effort with their credit union in 1974. It operates 36 vans and is currently planning to expand its program to over 100 vans. It operates completely on a break-even basis, with no federal money involved, except for some minor administrative expenses. Legislation has passed the House Commerce Committee and is

currently pending on the floor which would clear the way for vanpool

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programs to be established directly under government direction. But we need not wait for Congress to act before doing something positive on our own.

Usually, fares run approximately \$22.-28. monthly (on a break-even basis), depending upon the distance the van travels. Drivers ride for free, and have use of the vans on weekends and at times when they are not in service. They pay a nominal mileage rate, but do not have to pay for maintenance, insurance, etc. As an incentive to the driver to keep the van full, he is sometimes awarded the fare of the 10, 11, and 12th riders.

The advantages of van pooling for the agency, its employees, and the public, are substantial. Among them are:

ADVANTAGES TO THE AGENCY

1. Reduction in traffic congestion around the agency and in the parking lots during rush hours.
2. Reduction in parking facilities and investment in parking. The 3M Company saved about \$2 million in construction costs because of reduced demand for parking as a direct result of its successful van pooling program. Employers currently provide free parking for 93% of this country's employees. It can cost \$600. per space for surface parking and between \$100. and \$1,000. per space for annual maintenance of each parking spot.
3. More efficient use of land around the agency.
4. Less tardiness among employees.
5. Good public relations for the agency.
6. Availability of extra vehicles for agency use during the day, if needed.

If not, they can be rented or leased out to public service or volunteer organizations for nominal fees, which would further help defray the costs of

the program.

7. Better employee morale.

ADVANTAGES TO THE RIDERS

1. Lower costs of traveling to work. The average rider can save \$100. per year in gasoline costs alone.
2. Reduced risks and tension while commuting. Generally a more pleasant trip to/from work.
3. Less insurance cost for personal automobile when not driven to work.
4. Reduced mileage on personal automobile and increased mobility for other family members. Reduced need for a second or third car in the family.
5. Greater reliability than family car or car pools.

ADVANTAGES TO THE COORDINATOR-DRIVER

1. Free ride to work every morning.
2. Personal use of vehicle at minimal cost.
3. Fares from passengers in excess of a minimum number required by the agency can be kept as personal income by the driver

In addition to these advantages, there are substantial benefits to the general public.

1. Reduced congestion on highways.
2. Reduced air and noise pollution.
3. Reduced energy consumption.

In a recent study, it was shown that a national program of van pooling, even if it reached only 25% of the potential market, would save nearly 30 million miles per year in automobile traffic. It could, by itself, cut peak hour air pollution levels 12% and bring most cities within the parameters

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of EPA standards. Finally, it could achieve over 13% of the goal for reduction in crude oil imports set by the Ford Administration.

The agency has a responsibility to do its share to reduce wasteful energy use. Van pooling offers a cheap and rapid means of improving the way workers get to work at the agency. It is practical, efficient, and beneficial to all concerned, and I think we should look into it.

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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM: EXECUTIVE SECRETARY
SUGGESTION AND ACHIEVEMENT
AWARDS COMMITTEE
5-E-54, HEADQUARTERS

EXTENSION

NO.

76-16

DATE

15 July 1975

7394

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

RECEIVED

FORWARDED

1. Mr. [REDACTED]
STATINTL 1236 Ames Building

7/17 B

For evaluation, please.

2. c/LSD

Seen

3. c/PLPS
1236, Ames

8/6 J

4.
5.
6.

1 to 2
Would appreciate
comments on the
attached. Depending on
your assessment I
would propose referring
it to the EAT. B

8.
9.
10. EXECUTIVE SECRETARY
SUGGESTION AND ACHIEVEMENT
AWARDS COMMITTEE
5-E-54, HEADQUARTERS

8/7/75

gw JH

3 to 10 --

Joe,

Apparently the successful
operation of van pooling is in a
"club" environment. As the sug-
gestor points out, it is not legal
to use federally owned vehicles for
employee home-to-work transportation;
therefore OL could not take any
official position on the suggestion.

Since it is a "club" concept,
the Employee Activity Association
might want to explore its possi-
bilities.

14.

15.

OL 5 3604

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